

CHANDLER \$1785

Light Weight Six — Built By Men Who Know

Weights 2885 pounds, completely equipped, ON THE SCALES — runs Sixteen Miles per gallon of gasoline — runs Seven Hundred Miles per gallon of oil — owners average 7,000 Miles per set of tires — possesses every high-grade feature found on HIGH PRICED Sixes. Speed 3 to 55 miles per hour without shifting gears — climbs every hill between Chicago and Boston on high — rides the bumps like a boat — distinguished by the beauty of its new stream-line body design. Is manufactured by an experienced organization of soundest financial standing and highest credit. And sells for \$1785.



The New Stream-line
Chandler

A Year's Service Has Not Suggested One Single Mechanical Improvement

The Chandler enters into its second season a tried and true car.

Everywhere, it has made good. So good, that we have not found—nor has any one of the hundreds of Chandler owners found—a single mechanical weakness. Men marvel at its power, its flexibility, its economy.

We have not had to make a single chassis change. The only change for 1914 is in body design and in this we have achieved the ultimate.

Here is a car that in its first season met nothing but praise from the critical men who paid their money for it and expected great things of it. Not one of these buyers was disappointed.

And why should the record of the Chandler be otherwise?

Who build the Chandler?

Men who have been building the highest grade six-cylinder cars for seven years. Men who knew sixes. Men who knew that a high grade, light-weight, economical six could be built to sell at a low price. Men who were competent to build such a car.

Why shouldn't such men win out?

Just because six-cylinder cars always had been heavy, and high-priced and expensive-to-run was no reason. Some folks thought it was, but it wasn't. We have proved that it wasn't.

The advent of the Chandler—in the Spring of 1913—truly marked one of the important Epochs of Motor History.

For here was a real six, built by a group of men who knew sixes if any group of men in the world knew.

It was a six that weighed only 2885 pounds completely equipped.

It was a six that did anything that any six could do, and did it economically.

Still it sold for \$1785.

No wonder the car-buying public said: "Here is a six for us now."

No wonder men who were thinking of buying cars said: "We'll keep our eye on this Chandler."

And they have kept their eye on the Chandler. So has the trade. So have the designers. And the Chandler has made good.

It is not surprising that now—for 1914—other builders of sixes are falling into line, pell mell, offering new models—abbreviations or modifications of their regular models—at prices something like the Chandler price.

But there is nothing cut out of the Chandler Light Weight Six to make its price possible. Every vital detail that's in high priced cars is in the Chandler. And it's there in highest quality.

Features of Chandler Design and Construction

The exclusive Chandler motor—designed by Chief Engineer Whitbeck, for years designer of the highest grade, high priced cars manufactured—is the finest American development of the long-stroke motor principle. Rated at 35 h. p., develops all any driver could use, with some to spare. Cylinders cast in blocks of three. Most durable imported silent chains for driving cam shaft, pump and generator. Cast aluminum motor base, extending from frame to frame, with individual pedestals built integral for magneto, generator and starting motor. And many other strictly high grade motor features.

Control is in the center. Left side drive.

Bosch High Tension Magneto.

Stromberg Carburetor, with hot air and dash priming attachments.

Multiple Disc Ball Bearing Raybestos Clutch.

Westinghouse Separate Unit Electric Starting and Lighting System.

Mayo Genuine Honeycomb Mercedes Type Radiator. Floating Type Chandler Design Rear Axle. Imported F. & S. Annular Ball Bearings in Wheels, Shafts and Differential.

Ten and Twelve-Inch Upholstery.

General equipment absolutely complete and all high grade.

Body Style—pure stream-line. Four beautiful body designs. The five-passenger touring design illustrated above, \$1785, a handsome rakish runabout, \$1785 and two strikingly beautiful closed bodies, a four-passenger coupe, \$2485, weight 3025 pounds, and the limousine, \$2985 weight 3100 pounds. Regular color, rich dark blue with silver striping.

Come See This Light Weight Six—the Car That Challenges Comparison

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